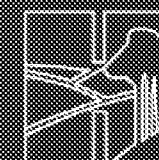


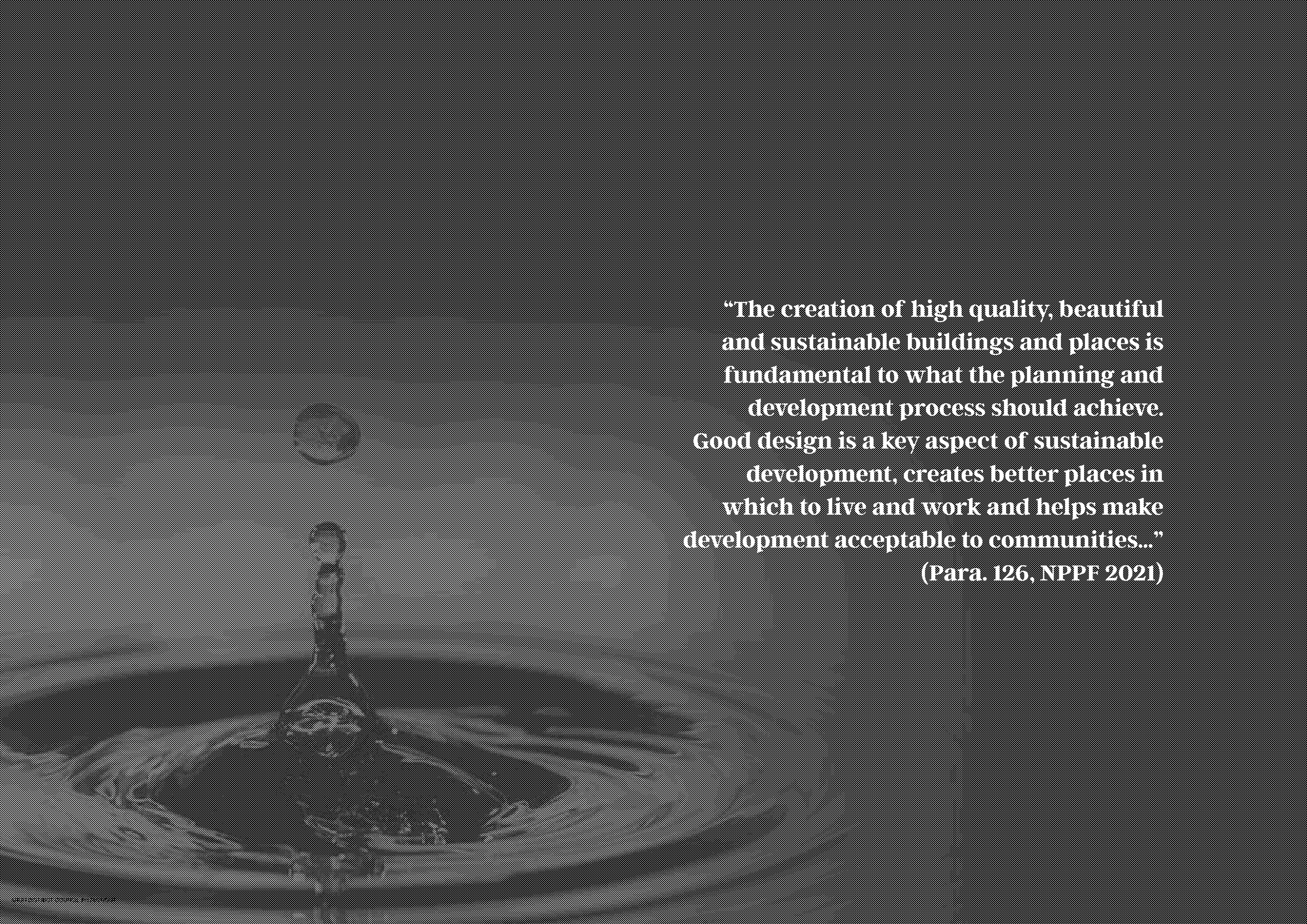
Land West of Pagham Road

DESIGN & ACCESS STATEMENT

JANUARY 2022 | P21-2766_8C



**Hallam Land
Management**



“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”
(Para. 126, NPPF 2021)

ABOUT HALLAM LAND MANAGEMENT

Hallam Land Management Limited (Hallam) is the strategic land and planning promotion arm of the Henry Boot Group of Companies.

Hallam has been acquiring, promoting, developing and trading in strategic land since 1990 and we operate throughout England, Scotland and Wales. Hallam has experienced land and planning teams based in Bristol, Glasgow, Leeds, London and Northampton, as well as the Sheffield head office, working with landowners, developers, local authorities, communities and other parties to bring forward development opportunities.

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NOTE: THIS DOCUMENT IS DECLASSIFIED BY REFERENCE TO 15 USC 3025 (a)(2)(D)

'This Statement has been written to respond to the National Design Guide's (NDG) ten characteristics of well-designed places and conformity is illustrated throughout the document'



SITE LOCATION PLAN

01 Introduction

- 1.1 This statement has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Hallam Land Management Limited and the wider consultant team, to accompany the Outline Planning Application for residential development of Land West of Pagham Road, comprising:

The Proposal:

The construction of up to 106 new homes, formation of access onto Pagham Road, new pedestrian and cycle links, the laying out of open space, new strategic landscaping, habitat creation, drainage features and associated ground works and infrastructure.

- 1.2 The purpose of this Design and Access Statement is:

"...to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users."

(Para. 029, PPG, Reference ID: 14-029-20140306)

- 1.3 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMP0), which requires certain applications to be accompanied by a Design and Access Statement. The DMP0 also states the following requirements:

"(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement ("a design and access statement") about:

(a) the design principles and concepts that have been applied to the development; and

(b) how issues relating to access to the development have been dealt with.

(3) A design and access statement must:

(a) explain the design principles and concepts that have been applied to the development;

(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;

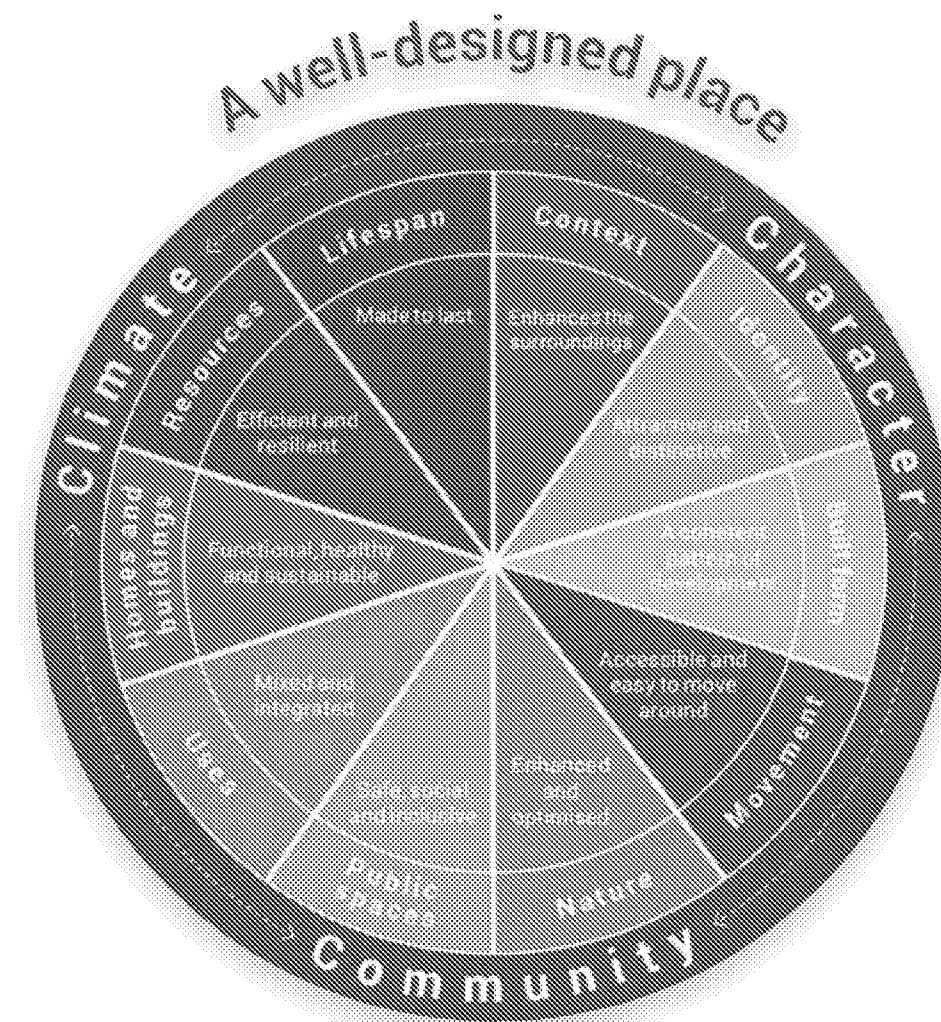
(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

(e) explain how specific issues which might affect access to the development have been addressed."

National Design Guide

- 1.4 This Design and Access Statement has also been written to respond to the (then) Ministry of Housing, Communities and Local Government National Design Guide's (NDG) ten characteristics of well-designed places. These characteristics are summarised in the 'place wheel' below and conformity is illustrated throughout the document.



NDG CRITERIA GUIDE
THE TEN CHARACTERISTICS OF WELL DESIGNED PLACES

'The NNPF states that significant weight should be given to development which reflects local design policies and guidance and help raise the standard of design in an area, fitting with the form and layout of their surroundings'

"To plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity.

To create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities.

To plan and deliver a range of housing mix and types in locations with good access to employment, services and facilities to meet the District's housing requirements and the needs of Arun's residents and communities both urban and rural, ensuring that issues of affordability and the provision of appropriate levels of affordable housing are addressed while supporting the creation of integrated communities."

ADC LP Strategic Objective for Design



IMAGE: ARUN DISTRICT DESIGN GUIDE SPD

02 Planning Policy

National Planning Policy Framework

- 2.1 The Government places a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving well-designed places. The contribution that good design makes to sustainable development is set out in paragraph 126, as follows:
- “The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”*
- (Para. 126, NPPF 2021)*
- 2.2 Furthermore, a new test has been introduced in the latest edition of the NPPF, to ensure that developments are well-designed, placing an emphasis on fostering of “beautiful” places among the overarching objectives of the planning system. In paragraph 134, the NPPF states that:
- “Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes”.*
- (Para 134, NPPF 2021)*
- 2.3 Paragraph 130 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;
- “a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

National Design Guide

- 2.4 The National Design Guide (NDG) published by the (then) Ministry of Housing, Communities and Local Government (MHCLG) in 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:
- “In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.”*
- (Para. 13, NDG 2021)*
- 2.5 The NDG outlines and illustrates the Government’s priorities for well-designed places in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design. The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:
- To create physical character;
 - To help to nurture and sustain a sense of community; and
 - To positively addresses environmental issues affecting climate.
- 2.6 Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:
- 2.7 Manual for Streets 1 & 2 (Department of Transport/Department for Communities and Local Government, 2007/2010); and
- 2.8 Building for a Healthy Life (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BFL12) written in partnership with NHS England, NHS Improvement and MHCLG.

National Model Design Code

2.9 The National Model Design Code (NMDC) was published in January 2021 by the (then) Ministry of Housing, Communities and Local Government. The purpose of this document is to:

“... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.”

(Para 1, National Design Code 2021)

2.10 The NMDC document draws upon the NPPF’s commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.





IMAGE: ARUN DISTRICT DESIGN GUIDE SPD

Local Planning and Design Guidance

2.11 The development proposals have been formulated with regard to the Arun District Council's Local Plan and Supplementary Planning Guidance, including:

Arun District Local Plan (adopted 2018)

Design

- 2.12 Policy D SP1 and D DM1 concerns Design; all development proposals should seek to make efficient use of land but reflect the characteristics of the site's layout, landscaping, density mix, scale, massing, character, materials, finish and architectural details.
- 2.13 Policy ECC SP1 concerns climate change and lists design considerations to ensure new development is appropriately located and designed to adapt to climate change.
- 2.14 Policy LAN DM1 protects landscape character and requires that development respects the particular characteristics and natural features of the relevant landscape character areas.

Village Design Statement

- 2.15 Adopted in 2007, the Pagham Village Design Statement identifies those features and qualities that are valued by local Pagham residents and provides design and access principles to inform change. Use of traditional materials, preservation of trees and hedges, flora and fauna, support for public transport and creation of new rights of way are central among these.

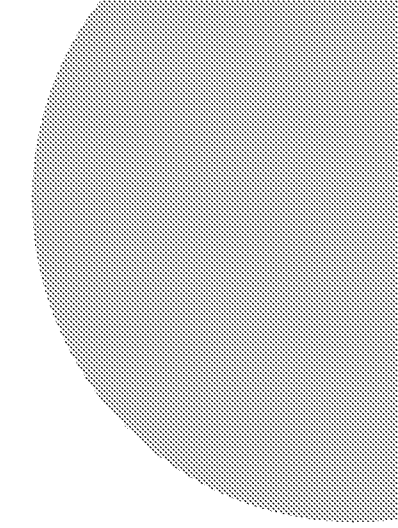
Supplementary Planning Guidance

- 2.16 The relevant SPD's to this site that which have informed the design approach are:
- 2.17 Arun District Design Guide SPD 2021 - is focused on and promotes best practice at all stages of the design process, to understand and analyse the context in which development is proposed, and to work up a considerate design. It recommends the key steps to be followed and acts as both a guide and an assessment tool.
- 2.18 Open Space and Recreation Standards 2020 (including Open Space & Play Calculator) - sets out a series of steps to calculate contributions towards Open Space, Playing Pitch and Indoor and Built Sport Facilities, in terms of quantity of land and or financial contributions (including maintenance) and thresholds for on-site and off-site provision.
- 2.19 Parking Standards 2020 - outlines Arun District Council's approach to parking at new developments and is designed to help determine the level of parking at new developments and provide the basis for the County Council's advice to local planning authorities on planning applications.

'An understanding of the context... influences the location, siting and design of new developments. It means they are well grounded in their locality. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion' NDG 2021



FACILITIES PLAN



03 Context

Compliance with Arun Design Guide SPD

Responding to the Site & its Setting - D.01 Site Appraisal: 'Analyse the site's key features and context to identify the constraints and opportunities that will shape future development'

Access and Connectivity

Pedestrian and Cycle Connections

- 3.1 The development site benefits from a good level of accessibility for pedestrians. The existing road network to the northeast, east and south of the site has footways with street lighting and provide connections to local facilities surrounding the site. Within a 5-minute walk of the site, individuals can reach bus stops on Pagham Road and Hook Lane.
- 3.2 There are no identified cycle paths or cycle facilities within the vicinity of the site although the local roads to the east and south of the site are relatively lightly trafficked and would be suitable to cycle on road enabling all local facilities to be within easy cycle distance of the proposed residential development.

Public Transport

- 3.3 The nearest bus stops to the site are located on Pagham Road, circa 200m (3 minutes' walk) metres to the southeast of the site and provide access to bus route 600. An additional bus stop is located approximately 700m (10 minutes' walk) to the east of the site on Leonora Drive and provides access to bus route 62.
- 3.4 Bus service 600 provides a high frequency service 7 days a week and connects to Bognor Regis and Chichester town centres and provides the potential for interchange to Bognor Regis rail station. The frequency of the bus service 600 would provide a reasonable alternative to the private car for future residents of the proposed development.
- 3.5 Full details of the services and frequency are contained with the Transport Assessment submitted with this application.

Rail

- 3.6 The site is within a reasonable cycle distance of Bognor Regis rail station which provides access to London Victoria and Littlehampton. In addition, Bognor Regis station is also accessible via a short walk from bus service 600 that accesses the town centre bus stops.

Highways

- 3.7 Pagham Road runs to the east of the site on a broadly north / south alignment between the junction with Sea Lane to the south and the junction with the B2166 Lower Bognor Road to the north. Pagham Road provides easy and direct access to the wider highway network.

Facilities

- 3.8 The local parades of shops on Pagham and Rose Green Road and local schools are within a reasonable walking distance from the site (4-19 minutes, or 1-8 minute cycle). Rose Green Junior and Infant Schools are 1km from the centre of the site and are accessible via foot in approximately 12 minutes. Healthcare facilities at Grove House Surgery (Priors Lane) and Lloyds Pharmacy (Rose Green Road) are 1.5-1.6km from the site and accessible via an 18-20 minute walk or 7-8 minute cycle.
- 3.9 Bognor Regis Town Centre and Railway Station are approximately 5.2km from the site and accessible via bus. A new primary school is to be constructed at Summer Lane as well as a new local centre. These will all be within a short walking distance from the site.

KEY

-  SITE LOCATION
-  DOCTORS SURGERY
-  LIBRARY
-  PARK/RECREATION
-  PLACE OF WORSHIP
-  INN / HOTEL
-  SCHOOL
-  PUBLIC HOUSE
-  CONVENIENCE STORE
-  POST OFFICE

'The coastal areas reflect the incremental development of farming, fishing and holiday resorts. Development forms an almost continuous conurbation, only terminated by open countryside and undeveloped coast of settlement gaps. These areas contain regency buildings set back from the sea, as well as industrial and caravan development.'

Arun District Design Guide SPD

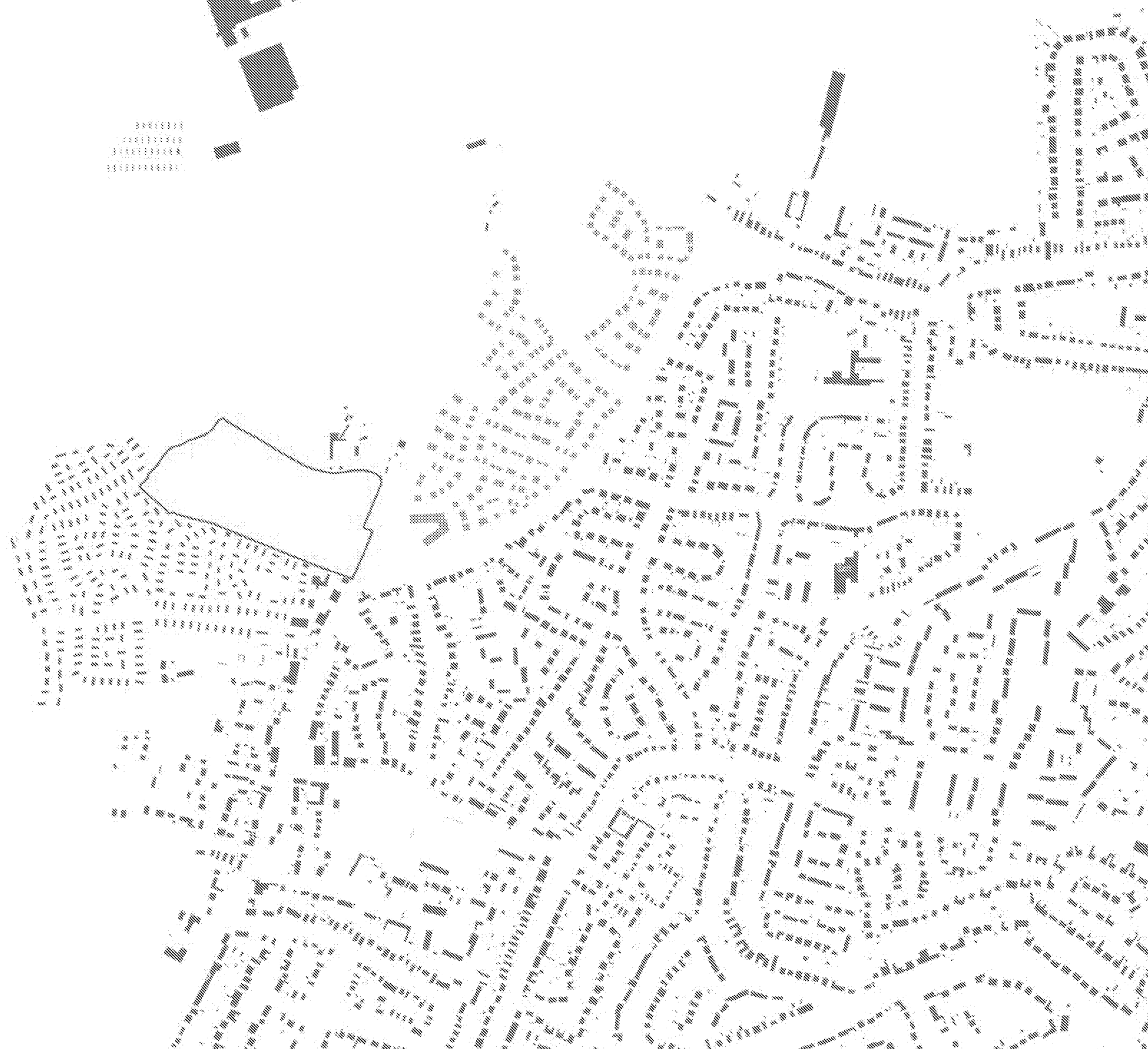


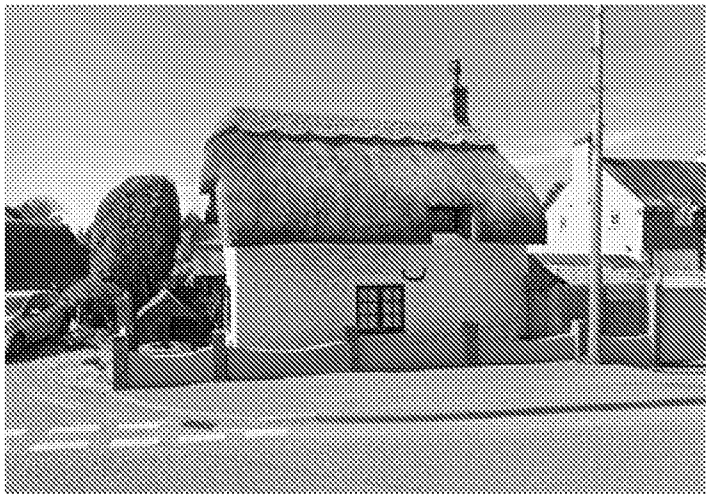
FIGURE GROUND PLAN

Local Character

- 3.10 The NPPF is clear on the requirement to deliver good design and that new developments should be sympathetic to local character including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities) (paragraph 130). This approach is reinforced in the Planning Practice Guidance and the National Design Guide.
- 3.11 The National Design Guide states that well-designed new development is influenced by:
“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;”
(Para. 53, NDG 2021)
- 3.12 At the local level, Policy D DM1 – Aspects of Form and Design Quality – states that the Council will have regard to fifteen design aspects in, including:
1) Character
‘Make the best possible use of the available land by reflecting or improving upon the character of the site and the surrounding area, in terms of its scale, massing, aspect, siting, layout, density, building materials (colour texture), landscaping and design features’
- 3.13 An analysis of the existing built form of Pagham can help identify patterns of development and key design components, which can help to inform the design approach.
- 3.14 The immediate site context is predominantly residential, where a range of architectural styles, detailing, materials, and thereby character, is evident. Immediately to the south and west of the site is a static caravan park associated with the Mill Farm Estate, with a small group of late 20th Century housing clustered around Nyetimber Mill on the Pagham Road. To the north and north east is a largely rural landscape, with a farmstead grouping associated with Rookery Farm, and land recently consented for 300 dwellings east of Pagham Road.
- 3.15 The wider surrounding settlement is similarly varied, with three main character types identified that reflect key periods of growth over time. These are: Traditional Vernacular; Mid to late 20th Century Housing; and Recent Developments. Pagham Road, as a key route into the settlement, epitomises these character traits and illustrates a morphological expansion of the settlement with contrasting urban forms and building details as each area provides a palette of design references that may be drawn from. This will allow the proposed design response to reflect local character. Each character type is analysed in more detail overleaf.

Character Area 1: Pagham Road - Traditional

LAYOUT				
Form	Street Corridor	Building Set-back	Parking	
Linear form with buildings addressing and following the line of the street.	Footpaths either side of carriageway within settlement. Verge typically on one side of street (adjacent to carriageway or behind footpath) near to site, becoming more infrequent to south.	Varied building set-backs, with occasional dwelling at, or close to, back edge of footway.	In front, or to side of dwellings within curtilage, behind boundary treatment.	
LANDSCAPE				
Public Space Typology	Planting	Boundary Treatment		
Public space is linear in nature, following the line of the Pagham Road.	Occasional street tree but green 'frame' to Pagham Road derived from on plot planting to front gardens	Flint wall with brick quoins/ coping; brick walls; picket fencing.		
ARCHITECTURE				
Building Heights	Types	Wall Materials	Roof Materials	Fenestration
Typically 2 storey with the occasional 1.5storey	Predominantly detached forms. Occasional hipped and half hipped roofs.	A variety of walling materials comprising: flint with brick quoins; render; render with brick quoins; brick; white painted brick/ stone.	A mix of plain tile, slate, and thatch.	Casement or sash windows, with the latter typically used on more formally composed elevations.



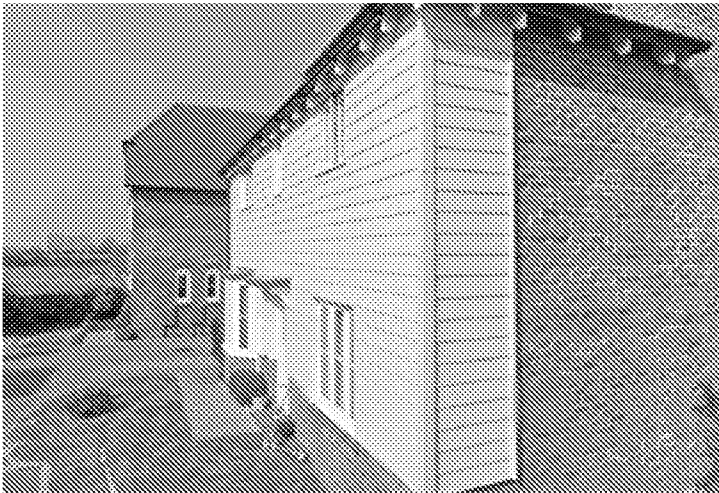
Character Area 2: Pagham Road – Mid-Late Twentieth Century

LAYOUT				
Form	Street Corridor	Building Set-back	Parking	
Linear form with buildings addressing the street, albeit frequently set back, sometime with parallel serve roads.	Footpaths either side of carriageway within settlement. Verge typically on one side of street (adjacent to carriageway or behind footpath) near to site, becoming more infrequent to south.	Varied building set-backs, with occasional dwelling close to back edge of footway, but with generous set-backs more prevalent.	Varied, including parking to front, side and rear.	
LANDSCAPE				
Public Space Typology	Planting	Boundary Treatment		
Occasional grassed verges and trees within public realm.	On plot planting in the form of hedges with occasional tree contributes 'greening' of Pagham Road.	Low walls; grass aprons; hedges.		
ARCHITECTURE				
Building Heights	Types	Wall Materials	Roof Materials	Fenestration
Variety of 2 storey and 1.5 storey with consistency in groups.	Detached, semi detached and short terraces. 2 storey dwellings typically with ridge lines parallel to the street. 1.5 storey dwellings typically gable fronted.	Brick with timber boarding to first floor; render with tile hanging to first floor; brick.	Pantile. Occasional plaintile.	Typically square or horizontally proportioned casement windows.



Character Area 3: Pagham Road – Recent Development

LAYOUT				
Form	Street Corridor	Building Set-back	Parking	
L-shape cul-de-sac form responding to back-land infill site opportunity.	Narrow curvilinear street corridor with built form defining space and providing a strong degree of enclosure.	Modest building set-backs with small variation between plots.	On plot, principally to the front and side of dwellings, with some to the rear.	
LANDSCAPE				
Public Space Typology	Planting	Boundary Treatment		
As a back-land infill site to Pagham Road, there is little if any public space beyond the street.	Typically hard surfaced public realm with footpath one side and grassed serve strip to other side of carriageway.	Typically grass aprons to curtilages with occasional low level shrub planting.		
ARCHITECTURE				
Building Heights	Types	Wall Materials	Roof Materials	Fenestration
2 storey building heights.	Detached, linked detached and semi-detached. Frequent use of half-hipped and occasional hipped roofs.	Brick with contrasting brick quoins; brick with hanging tile to first floor; brick with painted timber boarding.	Pantile; slate effect roofs with contrasting brick coping tile.	Casement windows in 1, 2,3 light forms.



Design Influences to be Taken Forward

LAYOUT				
Form	Street Corridor	Building Set-back	Parking	
Development positively fronting onto and overlooking the public realm (streets and spaces).	Verges (sometimes discontinuous, and frequently alternating between each side of street) to primary routes with opportunity for tree planting.	Varied building setbacks within different areas, and sometimes within streets as part of reflecting the varied character of the locality.	Typically combining on plot to front or side of dwelling as part of a balanced approach to parking that is convenient and accessible whilst not dominating the street.	
LANDSCAPE				
Public Space Typology	Planting	Boundary Treatment		
Occasional incidental spaces within streets as part of enhancing legibility and wayfinding. Feature landscape spaces to entrance/ edges.	Street trees within verges, feature trees to key spaces, buffer planting to key edges.	Typically hedges and grass aprons; with low walls to key plots/ spaces.		
ARCHITECTURE				
Building Heights	Types	Wall Materials	Roof Materials	Fenestration
Typically 2 storey, with potential occasional 2.5 storey as part of enhanced placemaking.	A variety of building types typically comprising detached, semi detached and short terraced forms. Occasional apartments.	A variety of walling materials comprising: flint with brick quoins; render; render with brick quoins; brick; white painted brick/ stone.	A mix of plain tile, pantile and slate effect roofs.	Typically casement windows in 1, 2,3 light forms. Occasional vertically proportioned windows.





VIEW TOWARDS SITE FROM SOUTH WEST

Landscape and Visual Impact

- 3.16 A Landscape and Visual Impact Assessment has been prepared as part of this application.
- 3.17 The site is comprised of a single field located at the northern end of Pagham. It benefits from a degree of both physical and visual containment provided by the built form associated with Pagham village and Rookery Farm, as well as the vegetation that both defines and lies adjacent to its boundaries with the surrounding countryside.
- 3.18 The landscape elements associated with the Site (with the exception of the current land use), would remain largely unchanged, particularly the boundary vegetation. Where the proposed development is visible, the proposed built form would be seen in the context of existing built form within Pagham, which along with the surrounding vegetation would screen views of the site from all but the open arable fields that lie to the west.
- 3.19 Development of the site would materially change the existing land use from an undeveloped area of ground to one of residential development. However, this change would be confined to the site itself and the surrounding areas would remain unaffected, the character of the surrounding landscape would continue to remain and prevail with the scheme in place.
- 3.20 Development would protect and enhance the landscape features of the site and would be in keeping with the form and character of Pagham. It would also provide the opportunity to repair the visual intrusion created by the harsh built edge of the existing residential properties of the static caravan park and better celebrate the Nyetimber Windmill heritage asset through an improved more considered layout to its setting.
- 3.21 The Landscape and Visual Impact Assessment submitted with this application provides full details of the landscape context and visual analysis.

'The landscape of the coastal towns area is characterised by the transition from the seascape and flat coastline in the south, through gently undulating land leading to the setting of the SDNP... Inland, the landscape is dominated by arable farming.'
Arun District Design Guide SPD'



Heritage and Archaeology

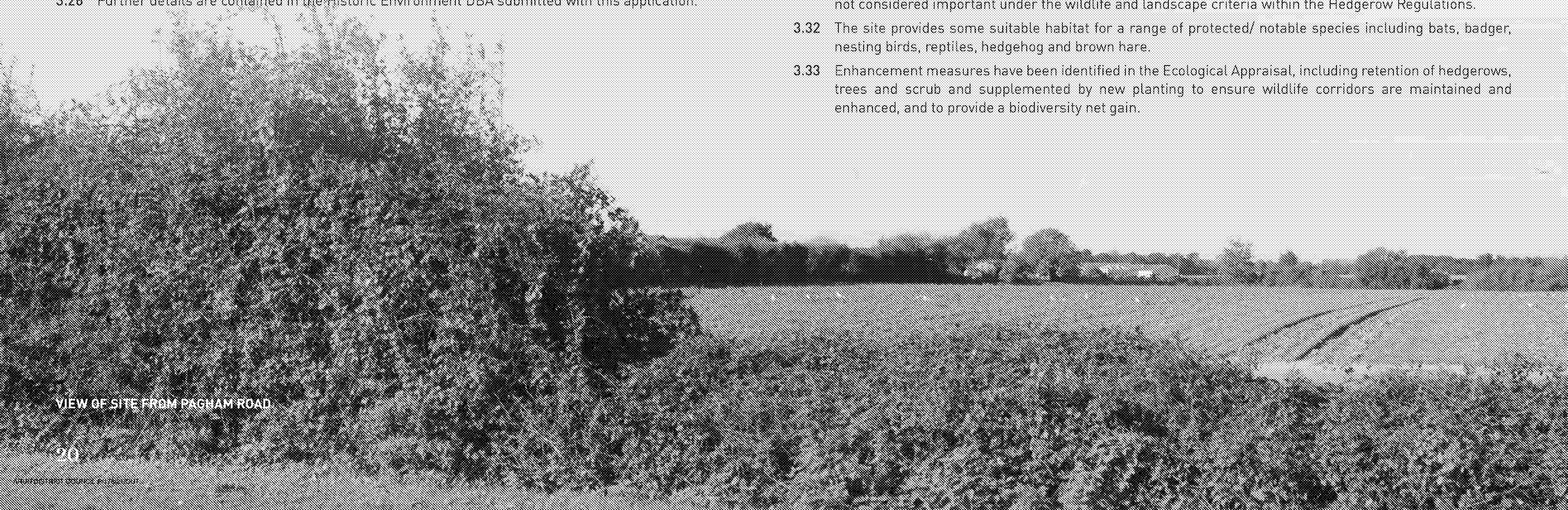
- 3.22 The Historic Environment report submitted with this application identifies that the site does not contain any non designated archaeological assets. Any potential remains are considered likely to be of local or regional significance only. There is a low potential for remains of national significance that would pose a design or planning constraint. The site contains no designated archaeological assets.
- 3.23 Rookery Farmhouse (Grade II) and Nyetimber Windmill (Grade II) are identified as built designated heritage assets to the north and south of the site respectively with the potential to be affected by the proposed development.
- 3.24 The significance of Rookery Farmhouse resides in its vernacular architectural and historic interest as an 18th Century Farmhouse. There is no intervisibility between the farmhouse and the site due to intervening later buildings and mature vegetation.
- 3.25 The significance of Nyetimber Windmill resides in its architectural and historic interest as a 19th Century mill. The mill remained freestanding until the 1980's when it was integrated into a development to its immediate east, south and west. The original setting of the windmill has been altered very significantly and therefore the immediate setting of the windmill is not compromised by the proposals. However, due to its height in a predominantly low rise context, the windmill's upper section is visible from Pagham Road in the approach from the north.
- 3.26 Further details are contained in the Historic Environment DBA submitted with this application.

Arboriculture

- 3.27 An Arboricultural Assessment has been prepared and submitted with this application.
- 3.28 The tree stock is for the most part is considered to be low quality (Category C), with a single specimen of moderate quality (Category B), and no specimens of high quality (Category A). The overall condition of the tree stock ranges from poor to fair, and semi-mature to mature in age. None of the assessed trees were considered as ancient or veteran trees.
- 3.29 Due to the location of the tree stock, the proposed development will have little impact on the arboricultural value of the site, with the vast majority retained and incorporated into the development. The proposals provide the opportunity for new tree planting and could improve the overall arboricultural value of the site.

Ecology and Biodiversity

- 3.30 FPCR have undertaken an Ecological Appraisal to identify any potential ecological constraints and opportunities that would influence the site proposals. An extended Phase 1 habitat survey and desktop study were completed in May 2021 followed by further protected species surveys in 2021.
- 3.31 The site lies within 5km of the Pagham Harbour SPA, Ramsar, SSSI and LNR and will require contributions towards strategic access management measures. The site itself is dominated by an arable field with limited habitats along its boundaries. Boundary hedgerows are of moderate conservation value, but are not considered important under the wildlife and landscape criteria within the Hedgerow Regulations.
- 3.32 The site provides some suitable habitat for a range of protected/ notable species including bats, badger, nesting birds, reptiles, hedgehog and brown hare.
- 3.33 Enhancement measures have been identified in the Ecological Appraisal, including retention of hedgerows, trees and scrub and supplemented by new planting to ensure wildlife corridors are maintained and enhanced, and to provide a biodiversity net gain.



VIEW OF SITE FROM PAGHAM ROAD

Hydrology and Drainage

- 3.34 Brookbanks have prepared a Flood Risk Assessment to address flood risk, surface water drainage and foul water drainage to inform and assess the development proposals for the site.
- 3.35 Assessment of fluvial flood risk shows the land to lie within Flood Zone 1 and hence is a preferable location for residential development when considered in the context of the NPPF Sequential Test. Assessment of other potential flooding mechanisms shows the land to have a low probability of flooding from overland flow, ground water and sewer flooding.
- 3.36 The FRA has identified no prohibitive engineering constraints in developing the proposed site for the proposed development. The site is fully able to comply with NPPF guidance together with associated local and national policy and guidance.
- 3.37 Storm water discharged from the development will be disposed of by way of SuDS measures to the existing ditch within the site. A detention basin located at the lowest point of the site has been proposed to detain and discharge surface water to a rate of QBAR. Means to discharge foul water drainage have been established that comply with current guidance and requirements of Southern Water.

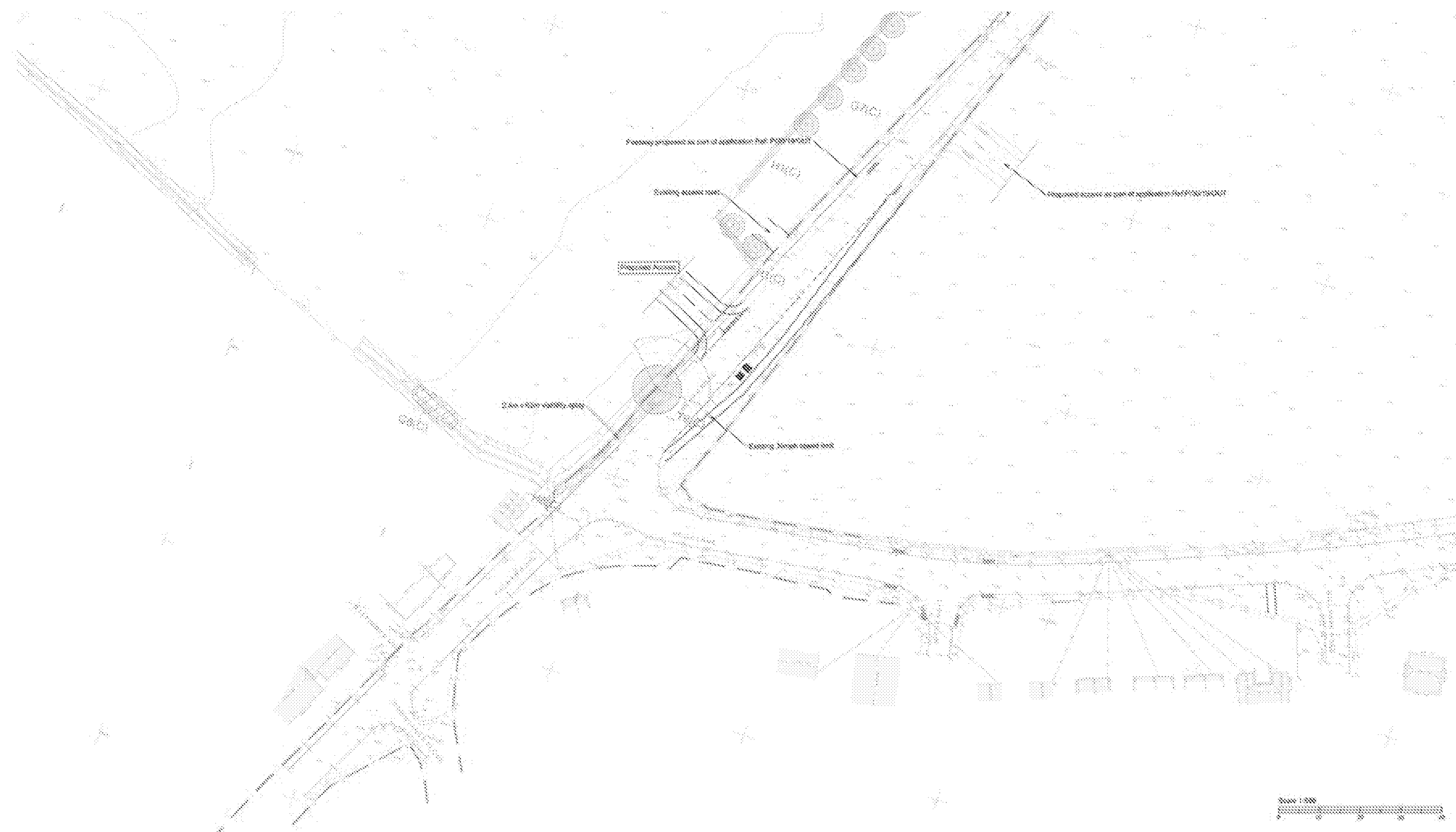
Ground Conditions

- 3.38 The geotechnical and chemical characteristics of the soil and ground water environment have been assessed in a Phase 1 Geo-Environmental Desk Study submitted with this application.
- 3.39 The Study concludes that there are no uses identified on or within close proximity to the site that are potentially contaminative and are likely to be prohibitive to the planned development. The underlying ground conditions could be considered to be sensitive with superficial deposits situated on a Secondary A Aquifer. Where required, mitigation measure will be installed.

Existing Utilities

- 3.40 A Service Supply Statement has been prepared by Brookbanks in support of this application and considers the existing network apparatus in relation to the site, supply requirements and proposals, and consultations with network operators.
- 3.41 A variety of services run along Pagham Road, including a Medium Pressure Gas Main, BT services, Potable Water Main, and a Foul Water Main. Additional Foul Water Rising Mains cross the site in an east-west direction and will be diverted by the proposed development.
- 3.42 The Statement concludes that the proposed development has the potential to be supplied with normal network services with localised reinforcements to the existing networks together with protections or diversions where existing plant is effected by the proposals.





ACCESS PLAN JNY10700-01D1



VIEW TOWARDS SITE FROM NORTH WEST

Access

- 3.43 Vehicular access will be via a new priority junction onto the western side of Pagham Road located approximately 45m north of the junction with Hook Lane and approximately 25m south of the existing access that serves the neighbouring site. This will provide appropriate separation between the access arrangements.
- 3.44 The vehicular access will be 6m wide reducing to 5.5m as it enters the site. The 6m width is sufficient to allow two large vehicles to pass and consistent with the advice contained within Manual for Streets (MfS). It is proposed that the junction radii are provided at 6m to accommodate the swept path of the largest design vehicle that accesses the site on a regular basis which will be a large refuse vehicle.

Noise

- 3.45 A noise assessment has been carried out to assess the acceptability of the site. A specific noise survey of site was conducted, recording background levels together with site specific noise events.
- 3.46 The Assessment demonstrates that the target internal noise levels for bedroom and living/dining areas in accordance with internal ambient levels from the guidance in BS8233:2014 can be achieved with appropriated specified glazing together the supply of trickle vents to habitable rooms fronting Pagham Road.





KEY - OPPORTUNITIES & CONSTRAINTS

-  SITE BOUNDARY
-  POTENTIAL PRIMARY ACCESS
-  EXISTING BUS ROUTES (646 BOGNOR REGIS - PAGHAM - CHICHESTER)
-  LAND WITH OUTLINE CONSENT (P30/19/017)
-  INDICATIVE ZONE 2 & 3 FLOODPLAIN
-  EXISTING WATERBODIES/ WATERCOURSES
-  GRADE II LISTED BUILDING/ STRUCTURE
-  CONTOURS AT 0.5M INTERVALS
-  INDICATIVE EXISTING TREE GROUPS/HEDGEROWS (SUBJECT TO SURVEY)
-  TREE WITH BAT POTENTIAL
-  CATEGORY B TREE (MODERATE QUALITY)
-  CATEGORY C TREE/ GROUP (LOW QUALITY)
-  ROOT PROTECTION AREA
-  INDICATIVE SHADE PATTERN
-  VIEWS TOWARDS SITE FROM PROW
-  POTENTIAL GREEN INFRASTRUCTURE CORRIDOR
-  SUBS BASIN
-  FOUL WATER RISING MAIN (TO BE DIVERTED)
-  VIEW TO LISTED WINDMILL

SITE ISSUES PLAN

Overview of the Site and Context

3.47 The key issues to have emerged from the technical studies accompanying this application and reported in the DAS are summarised below and illustrated on the Site Issue Plan. These have been used to inform and structure the proposals as part of creating a locally distinct and contextually responsive development in accordance with best practice.

- Retain existing Category 'B' and 'C' trees and hedgerows that are considered to provide a contribution to the landscape and respect their associated root protection areas;
- Respect and work with the subtle changes in existing topography;
- Protect the adjacent residential amenity of dwellings that adjoin the site boundaries;
- Maintain the view corridor from Pagham Road to the Listed Nyetimber Windmill;
- Provide a landscape buffer zone to the north, south and western boundaries to provide a transition between existing and proposed development and the wider landscape and provide opportunities for ecological enhancement and amenity;
- Provide an adoptable all modes vehicular access from Pagham Road into the site;
- Provide for sustainable drainage features integrated within the landscape buffer zone.

'Well-designed places and buildings come about when there is a clearly expressed 'story' for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This 'story' will inform and address all ten characteristics.' NDG 2021

Compliance with Arun Design Guide SPD

**Responding to the Site & its Setting -
D.02 Developing a Design Rationale:
'Develop a clear rationale for the site's development, informed by key characteristics and features identified during the site appraisal'**

04 Developing The Design Concept

Design Principles

Integrating into the Neighbourhood

Design Principle 1: Homes for Everyone

'Meeting a pressing need to significantly boost housing supply in Arun District, both in the short and long term, for both market and affordable housing by providing a mix of housing types and tenures that suit the needs of the local community.'

Design Principle 2: Facilitate access to facilities and services

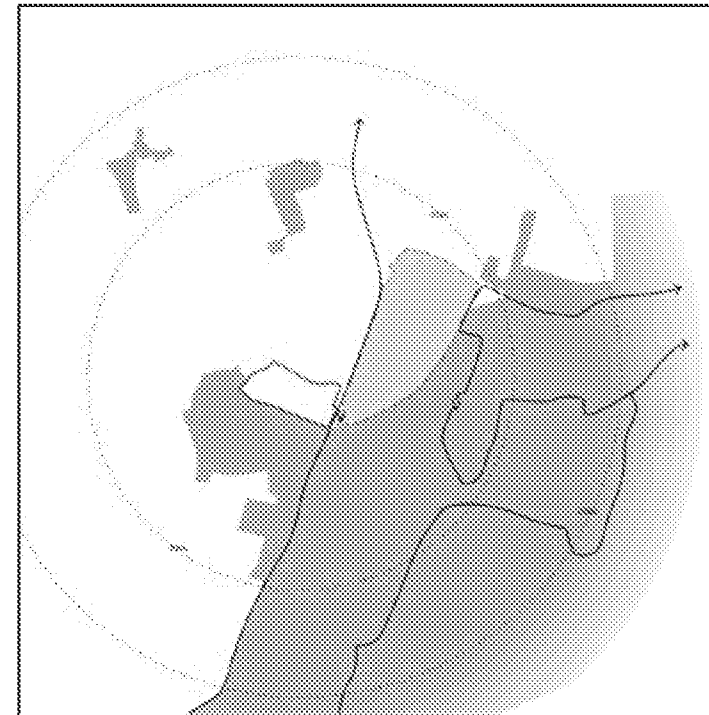
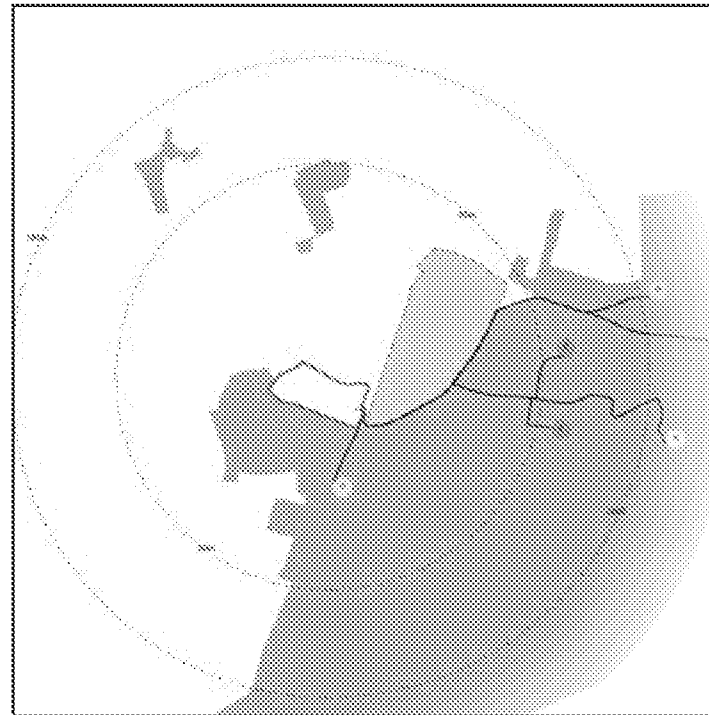
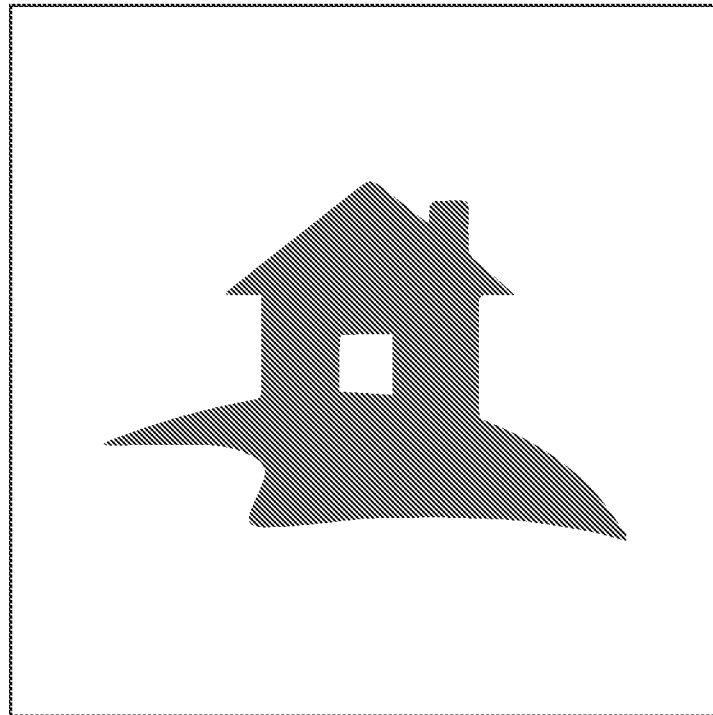
'Shops, education and healthcare facilities are all within 4-18 minutes walk or 1- 8 minute cycle from the site.'

Design Principle 3: Facilitate walking, cycling and access to public transport

'The nearest bus stops to the site are located on Pagham Road, circa 200m (3 minutes' walk) metres to the southeast of the site and provide access to bus route 600 – a high frequency 7 days a week service.'

Design Principle 4: Natural Connections

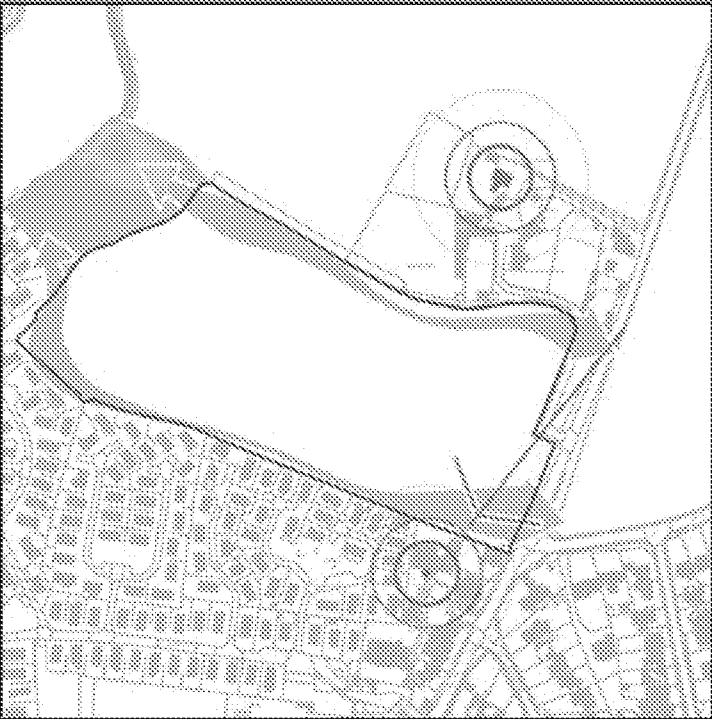
'Stitching development into the wider context through strong and direct, street, path and open space network to facilities and services to the East of Pagham Road'



Distinctive Places

Design Principle 5: Making the most of what's there

'Preserving the view corridor to Nyetimber Windmill, integrating existing natural features as part of a new GI framework that enhances biodiversity and mitigates the impact of climate change.'



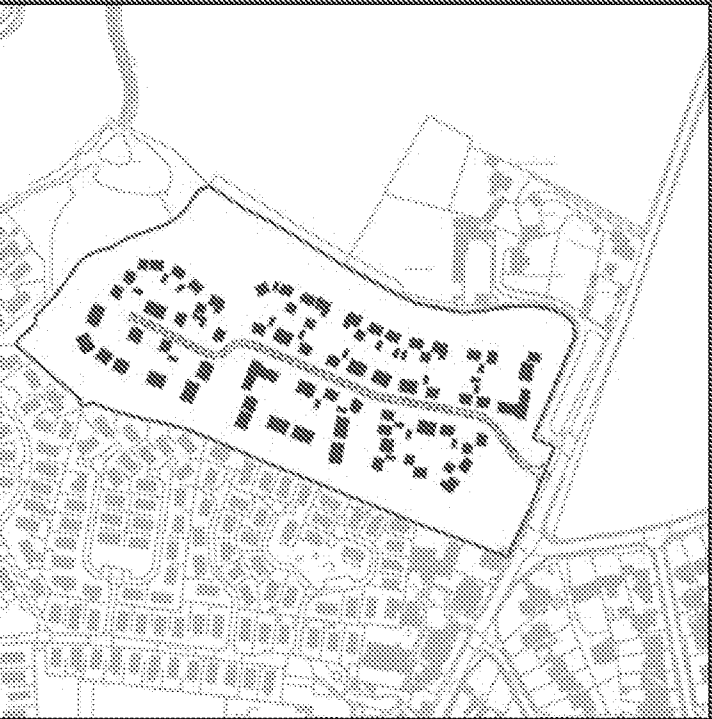
Design Principle 6: A memorable character

'drawing inspiration from the site, its surroundings and wider context, the memorability of this site will be derived from a variety of influences including the layout, form and scale of buildings, landscape and appearance, material and detailing.'



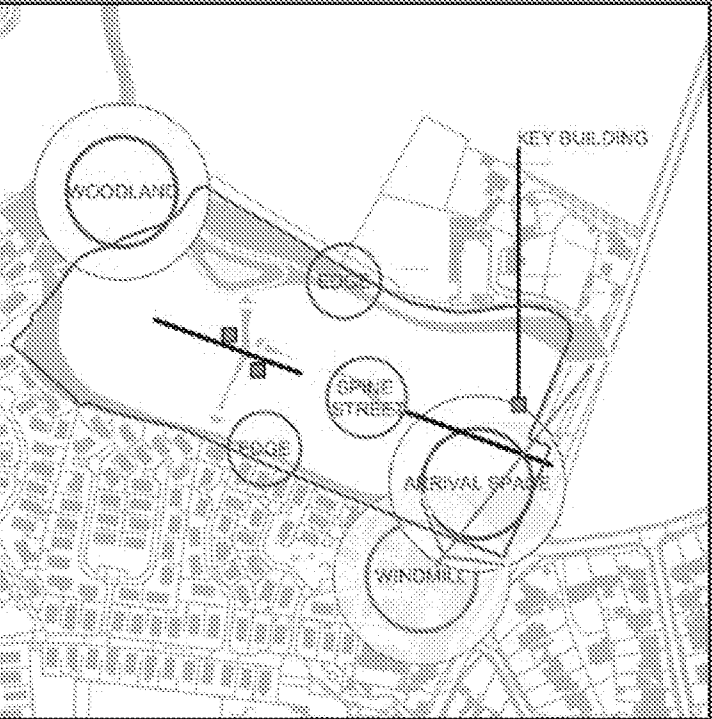
Design Principle 7: Well defined streets and places

'Facilitating a strong framework of connected and well overlooked streets and spaces'



Design Principle 8: Easy to find your way around

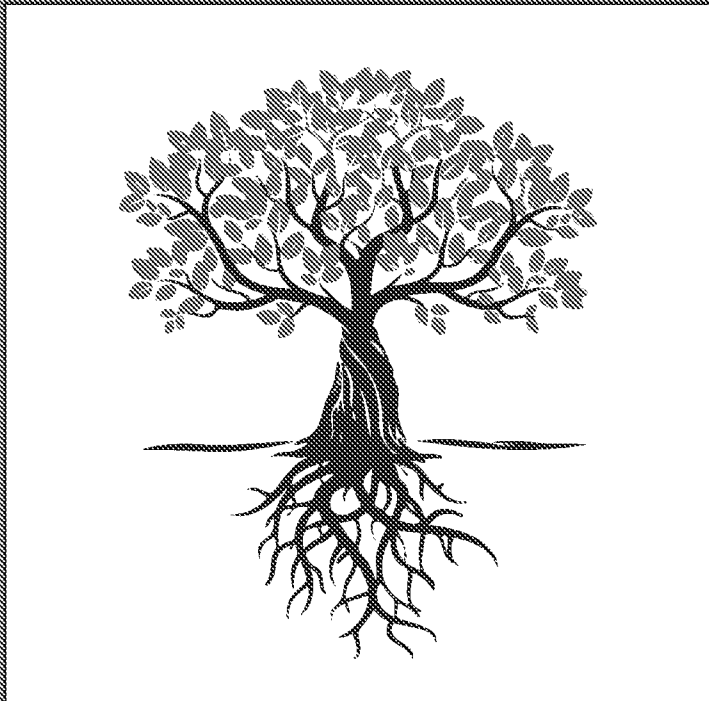
'Providing a framework of connected streets and spaces, buildings, landscape and features to create a 'mental map' of the place'



Streets for All

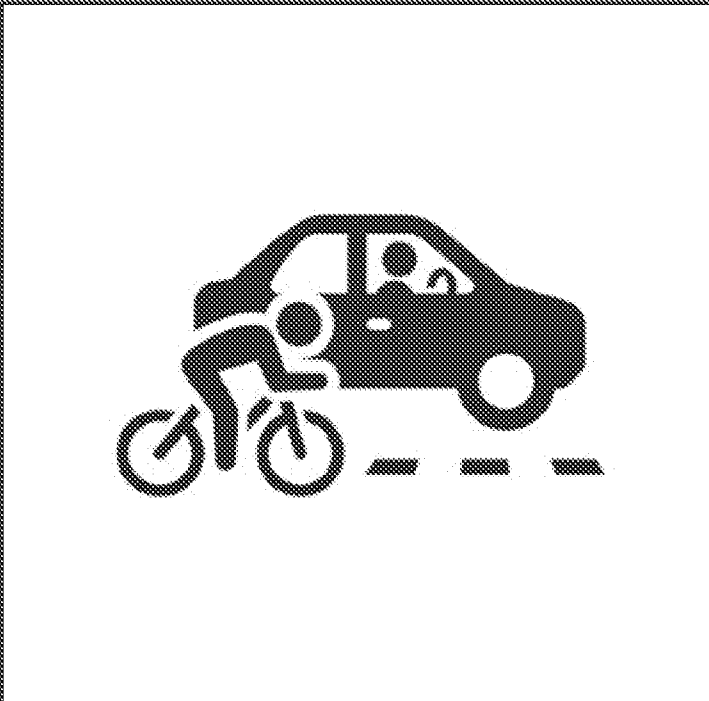
Design Principle 9: Healthy Streets

'Space for street trees, streets that are well overlooked, encouraging walking and cycling through convenient, attractive, direct routes to key designations'



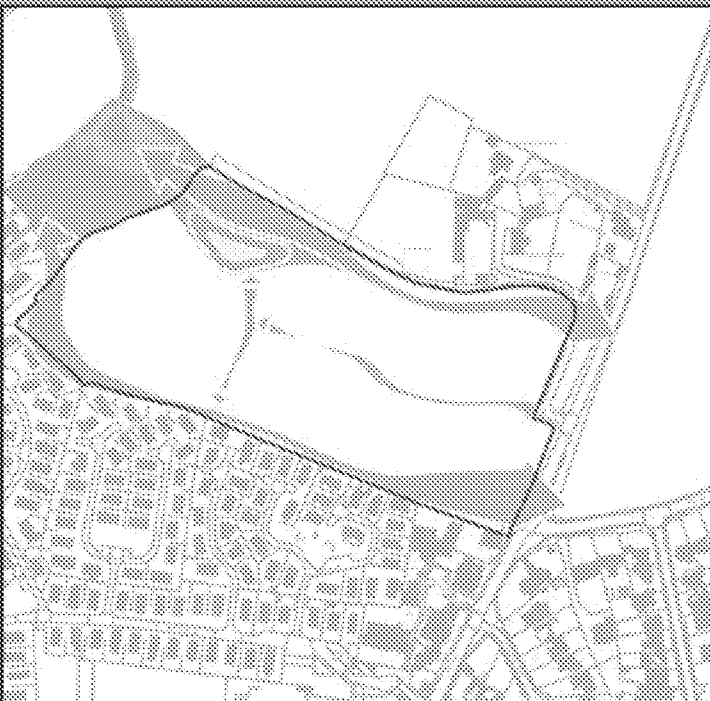
Design Principle 10: Cycle and car parking

'Integration of car parking into the street, with a mix of shared and allocated parking as part of a range of parking typologies in a well landscaped environment.'



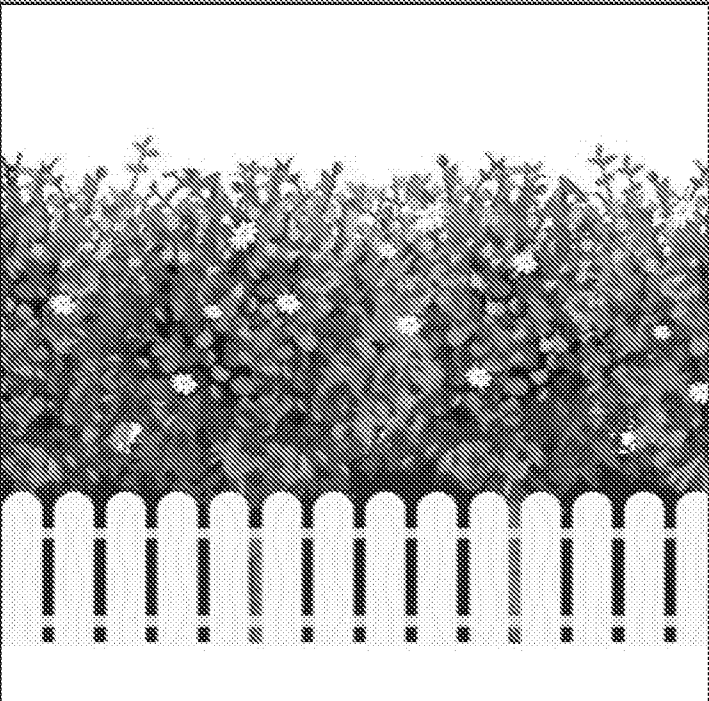
Design Principle 11: Green and Blue Infrastructure

'A strong landscape strategy that embraces sustainable drainage as part of a multifunctional GI network incorporating play and recreational opportunities, biodiversity enhancement and climate change mitigation.'

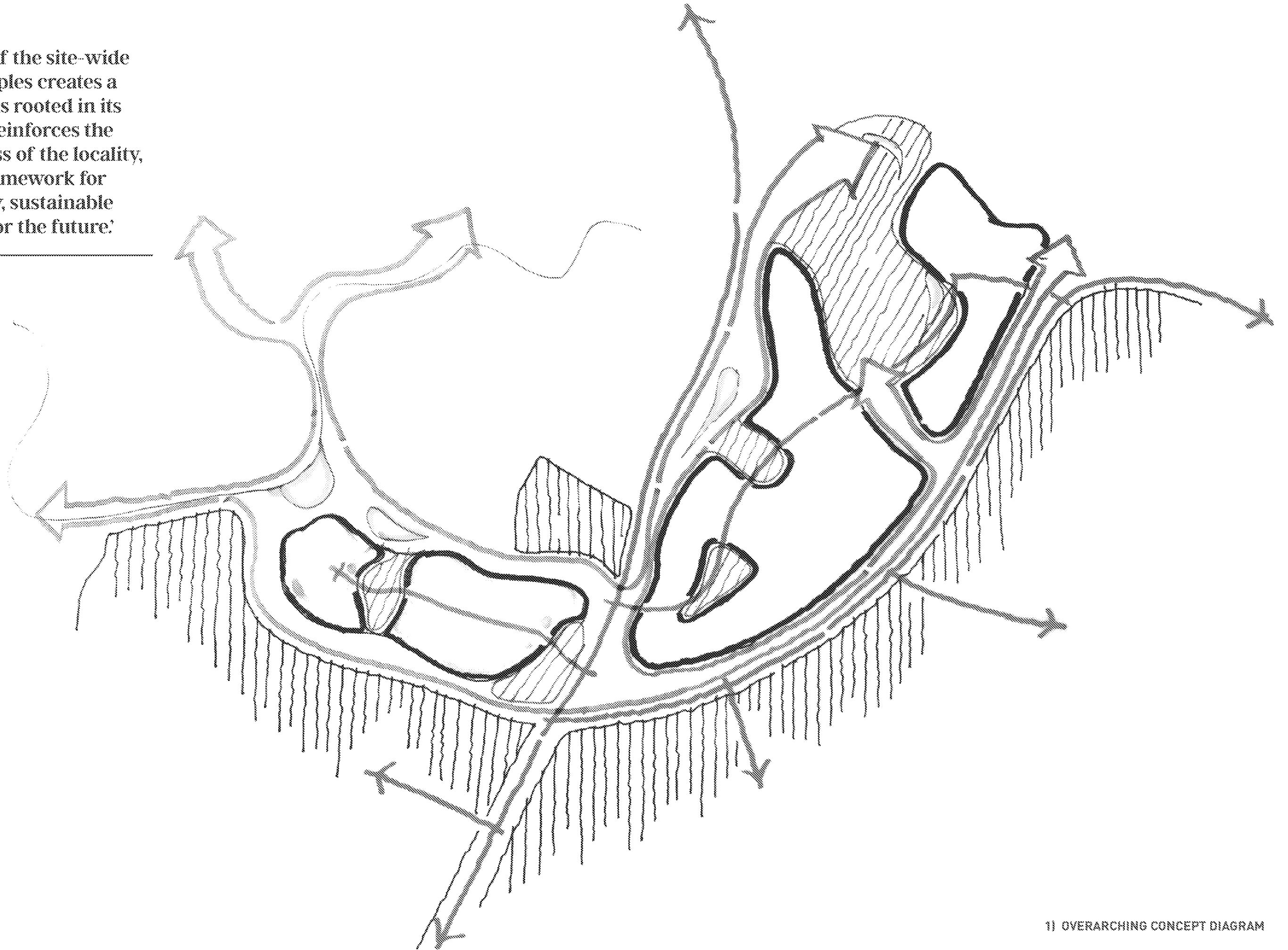


Design Principle 12: Back of pavement, front of home

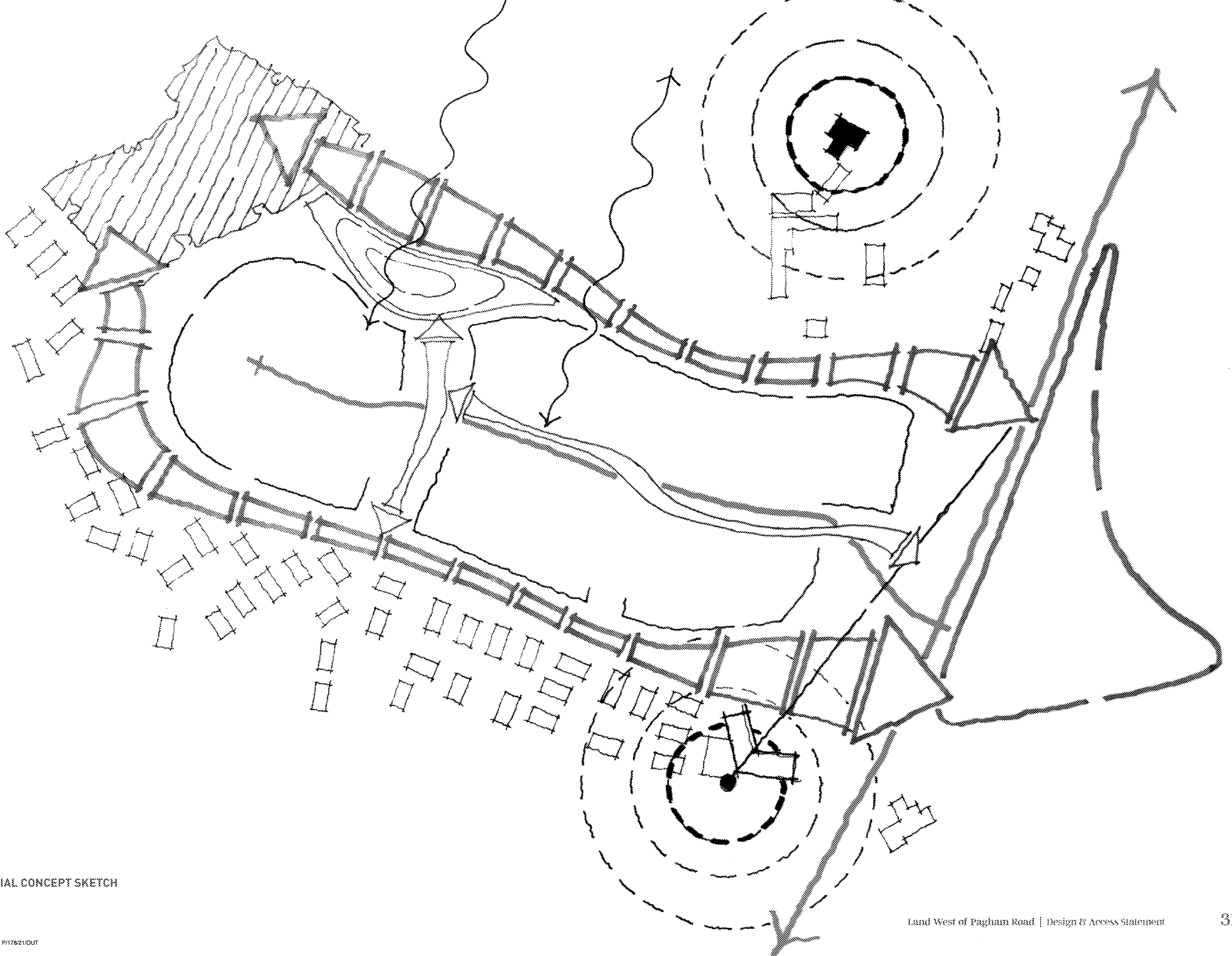
'Clear demarcation between public and private realm with space for hedges to create characterful and biodiverse places.'



'Application of the site-wide design principles creates a concept that is rooted in its context and reinforces the distinctiveness of the locality, creating a framework for a high quality, sustainable community for the future.'



1) OVERARCHING CONCEPT DIAGRAM



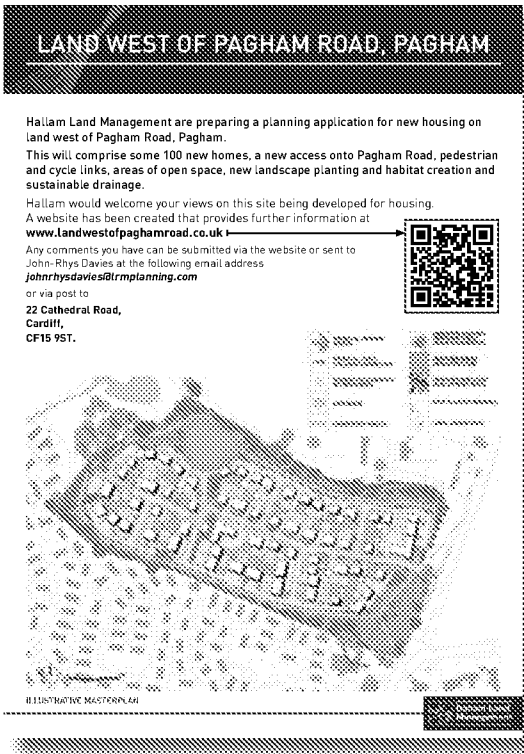
2) INITIAL CONCEPT SKETCH



3) SKETCH MASTERPLAN

Involvement

- 4.1 Statement of Community Involvement has been prepared by LRM to accompany this application and should be referred to for full details of this process. The report explains how concerns about development at Pagham are addressed.
- 4.2 A dedicated website for this project has been created and provides information about Hallam Land Management, the proposals and provides a variety of way in which comments can be made and further information requested.



'In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place. Good design considers how a development proposal can make a contribution towards all of them.' NDG 2021

Compliance with Arun Design Guide SPD

Built-Up Structure & Development Plots - G.03 Layout and Plot Size:
'Create an appropriate layout for new development, integrating with its surroundings'



ILLUSTRATIVE MASTERPLAN

05 Design Proposals

5.1 The Illustrative Masterplan shows how the development could be laid out in accordance with the Design Concept and Design Principles. The Illustrative Masterplan will:

- ① Provide new market and affordable housing to meet an identified need in a sustainable location, well related to, and integrated with, the surroundings;
- ② Provide a new biodiverse landscape and habitats to assimilate development into the surrounding context, achieve a biodiversity net gain, and provide informal recreation and play opportunities, well connected to the wider existing and approved green infrastructure network;
- ③ Maintain and enhance a key view from Pagham Road across open space to the Nyetimber Windmill;
- ④ Provide clear, direct and attractive pedestrian and cycle routes to Pagham Road and the bus stops adjacent to the site as part of encouraging opportunities for sustainable travel;
- ⑤ Deliver a new vehicular access onto Pagham Road, positioned to work with the existing accesses and approved new access to the north;
- ⑥ Establish a distinctive townscape and landscape, embracing the existing features of the site and context;
- ⑦ Include sustainable drainage features in the form of an attenuation basin within landscape corridors;
- ⑧ Minimise the impact on existing residents by providing a buffer to new residential development.



ILLUSTRATIVE MASTERPLAN (WIDER CONTEXT)

**Compliance with Arun Design
Guide SPD**

**Built-Up Structure & Development
Plots - G.02 Density and Uses: 'Use an
appropriate size and density to create
places at a human scale'**



LAND USE PLAN

Uses: ‘Mixed and Integrated’

5.2 The proposals provide approximately 3.12ha of residential development area, which can accommodate up to 106 dwellings at an average density of 34 dwellings per hectare (dph). This makes efficient use of the site, helps to address the overall affordable housing need, and is appropriate to the local area as part of creating mixed and balanced sustainable community for the future.

Affordable Housing

5.3 It is proposed that 30% of the dwellings provided are to be affordable housing, in accordance with Arun District Council Policy AH SP2. The precise mix of unit types, sizes and details of tenure arrangements are subject to consultation and agreement with the LPA and will be set out in the Section 106 Agreement. Detailed design information regarding affordable housing provision will be submitted at the Reserved Matters Stage.

Public Open Space and Green Infrastructure

- 5.4 1.55ha of accessible public open space has been provided within the proposals, in excess of the minimum requirements required by the Open Space and Recreation Standards 2020 SPD and associated Open Space & Play Calculator.
- 5.5 The open space has been designed to retain the existing individual trees, groups and hedgerows that make a positive contribution to the landscape character of the site, provide a view corridor to the Nyetimber Windmill, integrate SUDS, improve biodiversity and cater for the recreational needs of the new community. The public open space provision equates to 1.79ha, or 36% of the total site area.
- 5.6 Further details on the proposed landscape design are provided within the Landscape Strategy presented later in this document.

Typology	Area (Ha)	Requirement* (Ha)
Development Area	3.12	
Open Space - Public Open Space	1.16	0.75
Open Space - Play Space	0.39	0.13
Open Space - SUDs Basin	0.24	
Total	4.91	

LAND USE SUMMARY TABLE
Based on the ADC Open Space Play Calculator'



	SITE BOUNDARY
	MAIN STREET
	ACCESS STREET
	SHARED SURFACE / PRIVATE DRIVE

Compliance with Arun Design Guide SPD

Movement Framework – F.01 Creating a Network of Streets, Footpaths, Cycleways & Access Arrangements: 'Create an accessible and easily navigable place that caters for the needs of all'

Movement: 'Accessible and easy to move around'

- 5.7 Welcoming Streets and Spaces - H.01 Definition and Enclosure: 'Create an attractive environment of streets and spaces with appropriate spatial definition and enclosure, suited to their location and role'
- Access**
- 5.8 The Illustrative Masterplan shows the disposition of land uses and the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps ensure that all areas of the development are easy to navigate, safe and secure. The movement hierarchy clearly defines the main routes and helps achieve a permeable layout. The hierarchy recognises the need to combine the function of the street as a movement corridor alongside its place function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy. Streets are defined by the building layout, so that buildings rather than roads dominate.
- 5.9 The development proposals have been influenced by "Manual for Streets 1 & 2" which encourages designers to move away from standardized prescriptive measures and adopt a more innovative approach in order to create high quality places for all users, ages and abilities. They also take into account: Policy T SP1 of the Adopted Local Plan by providing safe access to the highway network; and Arun Design Guide SPD 2021, with particular regard to the principles under F) Movement Framework and H) Welcoming Streets & Spaces to create an accessible and easily navigable place that caters for the needs of all.
- 5.10 Access will be obtained from Pagham Road via a new priority junction. The vehicular access will be 6m wide reducing to 5.5m as it enters the site. The 6m width is sufficient to allow two large vehicles to pass and consistent with the advice contained within Manual for Streets (MfS). The access will include a 2m wide footway on both sides of the carriageway to allow easy access for pedestrians. This access road will be extended into the site, forming the primary movement route within the proposed development.

Pedestrian and Cycle Access Strategy

- 5.11 The location of the site adjacent to the established community, and within walking distance of the local facilities and public transport routes, are positive characteristics which have been maximised through the provision of safe, direct, and convenient pedestrian routes.
- 5.12 The development of a pedestrian network within the site is seen as an integral part of the transport infrastructure for the site. The connection to the off-site network of routes will allow users of all ages and abilities to move safely and conveniently between all points of the development and the surrounding area. Pedestrian links have been designed to encourage residents to use them through the directness of routes, and overlooking by adjacent properties to provide a sense of safety and security for users.
- 5.13 Pedestrians will have access between the site and the adjacent residential areas via a well-lit link onto Pagham Road. A further connection will also be made to Pagham Road in the south eastern corner of the site to embrace natural desire lines and provide the most direct access to convenience retail facilities and the bus stop adjacent to the site boundary.

Parking

- 5.14 Parking will be provided in line with the Arun District Council Parking Standards SPD 2020 and the District Design Guide SPD 2021. Parking will be provided through a variety of solutions which are appropriate to the context of the site, size and nature of development and the order of the street.
- 5.15 The majority of allocated parking will be provided on-plot and is generally located to the front or side of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwellings.
- 5.16 Occasional courtyard parking is proposed as part of a balanced and varied parking strategy to ensure cars are not dominant within the street scene. Where parking courts occur, these will be designed so that they have their own sense of place and serve only a few units, thus creating a private well-defined area with good surveillance from dwellings. Parking in these courts will be provided so that it is convenient for the user and has only one vehicular access point. Parking courts are overlooked by properties in order to increase perceived and actual safety.
- 5.17 Allocated residential parking will be provided at a rate of 2 spaces for dwellings of 1-3 bedrooms, and 3 parking spaces for dwellings of 4+ bedrooms. Visitor parking will be provided at a ratio of 20% of the total residential dwellings.



ILLUSTRATIVE MASTERPLAN

Built Form: 'A coherent pattern of development'

5.18 The design solution for the site reflects the variety in townscape form that can be seen in Pagham and in particular the area surrounding the site. The arrangement of the built form at Land west of Pagham Road creates a network of attractive street and spaces including:

- A wider spine street corridor emphasising the connection with the primary vehicular access taken from the Pagham Road;
- Provision of additional informal pedestrian routes, reflecting key desire lines, and extending the existing PRow network;
- Access to development blocks will be provided via a legible network of streets with a clear hierarchy;
- Heritage assets are respected and key view, including to the Nyetimber Windmill retained and integrated into the design approach;
- The design of the development proposals is based on the principle of perimeter blocks that enclose back gardens, providing a strong frontage to the public realm and ensuring active frontages overlook streets and spaces wherever possible;
- The layout and form of development, including materials, has been inspired by the local context and has been designed to perpetuate local distinctiveness;
- A respectful relationship between the existing and proposed development is a key element of the masterplan approach, with adjacencies softened and providing an appropriate transition through landscape buffers;
- Development fronts onto the green infrastructure network running along the site boundary;
- A series of focal spaces will be accommodated within the proposals aiding legibility;
- Existing tree and hedgerow planting have been retained wherever possible within the proposals;
- The provision of a strong green infrastructure framework will help to improve existing habitats on-site, as well as catering for biodiversity enhancements;
- Natural resources are conserved and a sustainable development for the future is advanced through a considered masterplan approach that includes: providing a framework that provides shelter from prevailing winds; orientation that takes advantage of passive solar gain; assimilation of sustainable drainage systems; and strong integration with the existing built up area, maximising access to facilities and opportunities for travel by sustainable modes.

5.19 Particular care has been taken in formulating the design proposals to ensure an appropriate and sensitive relationship between the proposed development and the existing development to the south. A swathe of green infrastructure (ranging from 8- 25 metres deep) will run along the southern boundary, which will incorporate a variety of planting including broad-leafed woodland, species rich hedgerows, tree groups, trees and hedgerows with trees providing filtered views between the existing edge of Pagham and the proposed development.

5.20 The proposed development is set-back from the green infrastructure corridor, often behind private drives, parking spaces and/or front gardens, further reinforcing the separation. Buildings are typically within 15-25 metres of the site boundary with increased setbacks to the east and western end of the site. The built form is limited to 2 storeys along the southern edge of the site.



BUILDING HEIGHTS PLAN

Building Heights

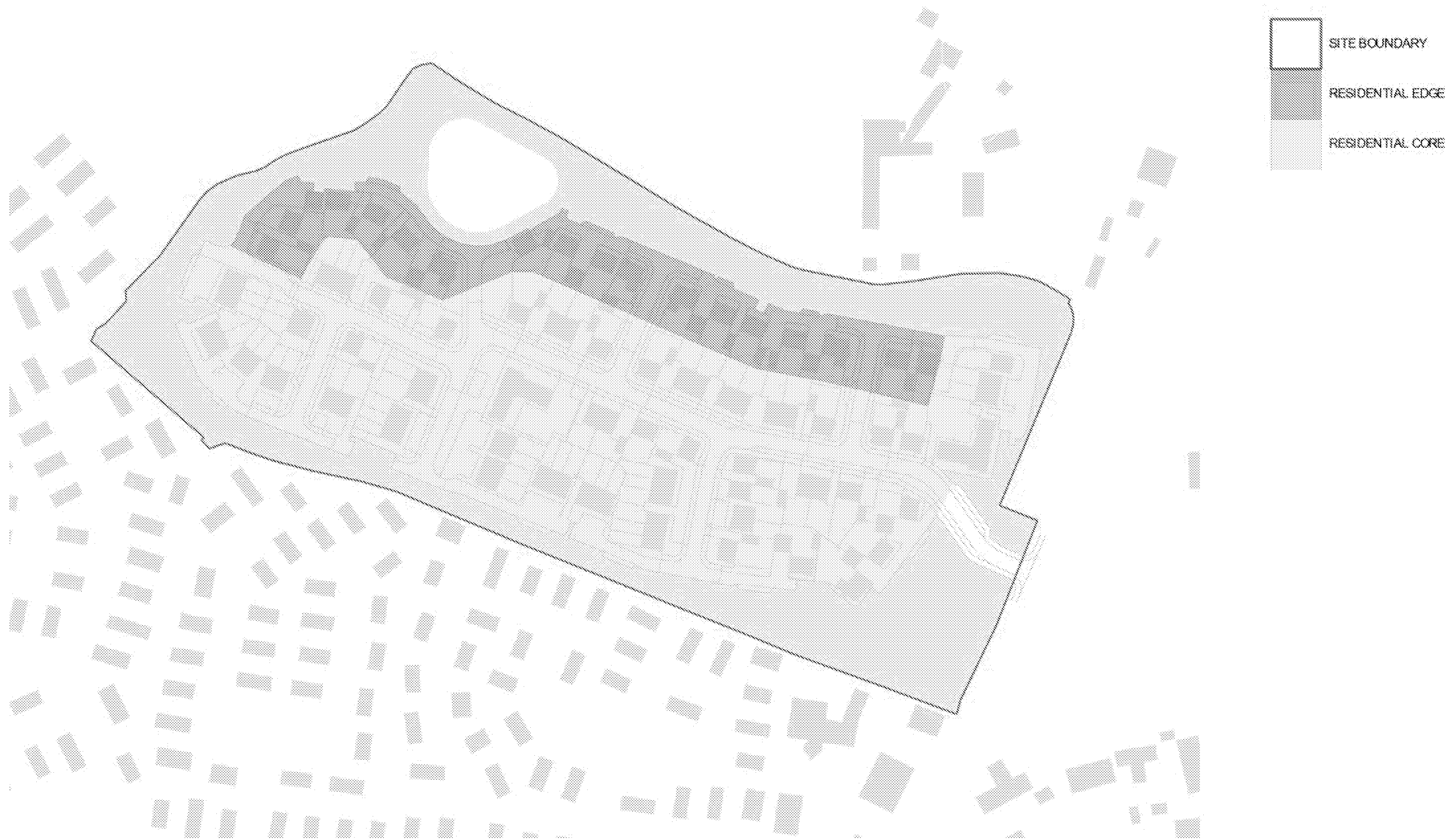
- 5.21 The height and massing of the proposed development varies across the site, ranging from single storey garages to 2.5 storey dwellings as part of responding to housing need, reflecting the variety found within the village, and creating a contextually responsive and legible place.
- 5.22 Two storey dwellings will be the most prevalent typology, with occasional 2.5 storey dwellings providing variation in the street scene, aiding legibility and place-making, and responding to key adjacencies.

Continuity and Enclosure

- 5.23 The design of the development proposals are based on the principle of perimeter blocks that provide a strong frontage to the public realm whilst protecting the amenity of residents. This approach assists in defining the public realm, promotes an active street scene and helps to create a safe and attractive environment. The new development will positively front and provide surveillance onto the proposed streets and areas of public open space.
- 5.24 The design solution for the site reflects the variety of townscape form evident in Pagham. As this site is in an edge of settlement location, and referencing the immediate context, enclosure of street will typically be achieved through a combination of buildings and soft landscaping, including boundary treatments and trees. Continuity and enclosure will vary within and between streets with different building typologies, set-backs, street widths, and occasional variation in heights responding to the variety found within the immediate a wider context.
- 5.25 Landmark buildings, along with focal points and a clear hierarchy of routes will create a legible, coherent and locally distinct development. Landmark buildings will be identifiable by virtue of their position in the streetscene, form or materials.

Homes and Buildings: 'Functional, Healthy and Sustainable'

- 5.26 The proposals will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of Pagham.
- 5.27 The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment. House frontages will be carefully designed with windows from habitable rooms providing high levels of natural daylight, clearly defined and attractive front doors and planting to act as buffer between the pavement and window.
- 5.28 Residential outdoor amenity and external space standards will reflect the requirements of the District Design Guide SPD 2021 (H.04) to ensure appropriate sizes, shapes and separation distances that are of high quality and can be safely and convenient used by all residents. Homes will have sufficient internal space to meet the occupants requirements now and in the future and will follow the Government's Technical Housing Standards (MHCLG, 2015) in accordance with the District Design Guide SPD 2021 (J.08).
- 5.29 Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.
- 5.30 Refuse storage shall be convenient with access to rear gardens, the requisite internal storage, and a layout which meets the functional requirements of the refuse collection regime.
- 5.31 The design allows good access for emergency services, and facilities for the safe access to and from buildings in the event of an emergency.



CHARACTER AREAS PLAN

Compliance with Arun Design Guide SPD

Building Design — J.01 Form and Character: 'Respect the existing landscape and townscape by creating buildings with a form and character that reflects and enhances the distinctive architectural qualities of the surrounding area'

Identity: 'Attractive and Distinctive'

- 5.32 Following a detailed assessment of Pagham, key characteristics that make the settlement and immediate context of the site distinct have been incorporated into the detailed design of the new development.
- 5.33 Two character areas have been defined within the development that will help to create a sense of place, and are as follows:
- CA1 Residential Edge
 - CA2 Residential Core
- 5.34 Each character area will contain its own individual design elements which aid in making it distinct from other areas. These include built form principles, changes in height, set backs, landscape treatments, colour and use of materials.

Character Area 1: Residential Edge

- 5.35 The Residential Edge forms the northern and north western boundary of the site. Although the proposed development on this edge would be largely hidden in views from the wider landscape, the Residential Edge provides a positive outward looking transition to the rural landscape beyond.
- 5.36 Detached typologies will typically characterise the Residential Edge. Gaps between buildings will vary, with subtle variation in setbacks, building heights not exceeding two storeys and with a low density as part of integrating the proposed development with the countryside. The interface between the built edge, boundary treatments and the proposed open space and planting to the north and integral to the character and appearance of this edge.
- 5.37 Key attributes of this character area include:
- Lower density development;
 - Detached, typically wide fronted building typologies;
 - Dwellings limited to 2 storeys;
 - Subtle variation in building setbacks between properties;
 - Varied spacing between dwellings;
 - Parking to the side of dwellings, with garages typically set back behind the building line
 - Soft boundary treatments, with rustic timber fencing;
 - Materials: Roof – slate effect and pantile; Walls – a variety of walling materials comprising: flint with brick quoins; render; render with brick quoins; brick; white painted brick/ stone.



ILLUSTRATIVE RESIDENTIAL EDGE PERSPECTIVE

Character Area 2: Residential Core

- 5.38 The Residential Core is focused around the main spine street, stretching to the southern edge of the site. A range of building typologies, street widths, street characters, and set-backs will reflect the variety found in the locality.
- 5.39 Building heights will typically be 2 storey, with occasional increase to 2.5 storey as part of aiding place-making and legibility to the main spine street. Low to medium densities will make efficient use of land and respect the relationship of the existing residential area to the south. Street trees, within highway verge will make an important contribution to the legibility and quality of place within this area, particularly along the spine street. Trees, as part of a strategic landscape buffer will ensure a soft and appropriate relationship to the existing dwellings to the south.
- 5.40 Key attributes of this character area include:
- Low to medium density development;
 - A variety of dwelling typologies;
 - Typically 2 storeys, with occasional 2.5 storey key buildings;
 - Variation in building setbacks between streets and properties;
 - Varied spacing between dwellings;
 - Parking typically to the front or side of dwellings, with occasional parking court;
 - Varied boundary treatments, with hedges; grass aprons; estate fencing or low walls to key plots/ frontages;
 - Materials: Roof – slate effect, plain tile and pantile; Walls – a variety of walling materials comprising: render with brick quoins; brick; white painted brick; brick with hanging tile or timber boarding to first floor with potential for flint with brick quoins to key buildings.



ILLUSTRATIVE RESIDENTIAL CORE PERSPECTIVE



ILLUSTRATIVE LANDSCAPE MASTERPLAN

Compliance with Arun Design Guide SPD

Natural Environment – K.02 Landscape Structures & Trees: 'Work with existing landscape structures, features and trees to understand their particular qualities and characteristics'

Public Spaces: 'Safe, Social and Inclusive'

- 5.41 The landscape design approach is a key component for creating a high quality, successful, and sustainable development. It is also fundamental to providing a contextually responsive development, integrated with its surrounding.
- 5.42 The green spaces are an integral part of the place and create a strong landscape structure across the site. The new green infrastructure has been a driving factor in the creation of spaces within the masterplan. The landscape helps to further define the public and private space whilst providing opportunities to enhance biodiversity, address climate change mitigation and provide attractive open spaces that encourage physical activity and promote health and well-being.
- 5.43 The National Design Guide identifies Nature and Public Open Spaces as two of the ten characteristics of well-designed places. These are identified as having the following qualities:
- N1 Provide high quality, green open spaces with a variety of landscapes and activities, including play;
 - N2 Improve and enhance water management;
 - N3 Support rich and varied biodiversity;
 - P1 Create well located, high quality and attractive public spaces;
 - P2 Provide well-designed spaces that are safe;
 - P3 Make sure public spaces support social interaction.
- 5.44 The landscape strategy embraces these qualities in the design approach by: integrating existing and incorporating new natural features into a multifunctional green infrastructure network; respecting and enhancing existing habitats to promote biodiversity; provide attractive, high quality open spaces that are easy to access, well overlooked with a positive relationship to the proposed development.



Nature: 'Enhanced and Optimised'

- 5.45 Alongside well-designed public spaces the proposed water management and planting strategies offer the opportunity to enhance and optimise the development proposals, providing resilience to climate change and supporting biodiversity.

Retention and Management of Existing Vegetation

- 5.46 The existing and proposed planting strategy includes retention of the existing trees and hedgerows within the site. Due to the current agricultural use of the site, these existing features are limited to the boundaries of the site, but nevertheless form an existing framework that can be enhanced and improved as part of the proposals.

New Structure of Planting

- 5.47 Planting within the scheme will be utilised to enrich biodiversity, assist in place making and create identity within the development. Along with the elevational treatments of the buildings, the landscape materials and planting proposals will reinforce the different character areas within the scheme and provide continual reference to the surrounding landscape.
- 5.48 The proposed new structure of planting forms important links as part of the green infrastructure network connecting into the existing landscape, hedgerows and tree belts. The range of planting provided will incorporate a number of ecological enhancements to improve the biodiversity of the site overall.
- 5.49 Particular attention will be given to the definition of the road network within the development parcel hierarchy through suitable provision of street trees. Specimen tree planting will be used to accentuate key nodal points and junctures, creating a distinctive street scene and aiding orientation/identity within the site.
- 5.50 The importance of incorporating street trees, as well as tree planting within other components of the green infrastructure, is reiterated in the NPPF 2021:

"Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users".

(Para 131, NPPF 2021)

Sustainable Drainage (SuDs)

- 5.51 The integration of a comprehensive Sustainable Drainage System (SuDs) has been considered from the outset and shaped the masterplan development. The aim of SuDs is to maximise the existing potential of the site to attenuate and clean water, while providing valuable amenity by creating and integrating well designed landscaped features and promoting a greater diversity of flora and fauna.
- 5.52 A ponds and conveyance swales will provide areas for surface water from more severe storms to be accommodated and released at a controlled rate, to the adjacent existing water course. This will provide an opportunity for the creation of new wildlife habitats and the enhancement of existing ones on site, whilst also presenting recreation and amenity opportunities.
- 5.53 For further information regarding the proposed drainage strategy please refer to the supporting application documentation.



**Compliance with Arun Design
Guide SPD**

**Climate Change & Sustainability – K.01
Energy and Carbon: 'Maximise energy
efficiency and minimise whole life
carbon'**

Resources: 'Efficient and Resilient'

- 5.54 The NPPF states at para. 8 that the planning system has three interdependent and overarching objectives:
- An economic objective – to build a strong, responsive and competitive economy;
 - A social objective – to support strong, vibrant and healthy communities; and
 - An environmental objective – protecting and enhancing the natural, built and historic environment
- 5.55 To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.
- 5.56 The presumption in favour of sustainable development is at the heart of the planning system, as set out in Para. 11 of the NPPF. The following criteria will help to conserve natural resources and minimise carbon emissions in accordance with best practice.

Sustainable Building Techniques

5.57 The proposals will be delivered in line with current building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:

- Improved energy efficiency through careful building siting, design and orientation;
- Sustainable Drainage systems (SuDs);
- Considering fabric efficiency in the design of buildings;
- Use of building materials capable of being recycled; and
- An element of construction waste reduction or recycling.

Building Regulations

5.58 The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements. Detailed information regarding the proposed construction methods proposed to achieve buildings regulation compliance will be submitted at the detailed design stage.

Materials and Waste Recycling

5.59 Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

Siting and Building Orientation

5.60 Dwellings should be carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible. This approach has been reflected in the Illustrative Masterplan with planting providing shelter from the prevailing winds and a high proportion of properties orientated with 30 degrees of south.

5.61 Passive solar gain can enhance the energy and environmental performance of dwellings. Orientating streets in an east-west direction can increase solar access to dwellings and gardens, whilst avoiding overshadowing from adjacent dwellings. Individual houses which are orientated east of south will benefit from early morning sun, and those orientated to the west of south will benefit from late afternoon sun, which can reduce the need for additional heating during the evening period.

Landscape Design and Microclimate

5.62 The strategic use of tree planting can mitigate against some of the impact of colder northerly winds. Where possible the development has been designed to be self-sheltering, with arcs of tree planting included to the north-west of the development, to minimise the 'wind chill effect' and the potential heat loss from dwellings as a result of strong winds.

Sustainable Drainage Systems

5.63 Development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.

Sustainable Communities

5.64 The development proposals are adjacent to the existing built up area, the recently approved development to the north east, are close to public transport, are readily accessible by foot and cycle and are within easy walking distance of a range of key facilities, providing a good basis for the creation of a sustainable community. The proposals make effective use of the site, with residential development located adjacent to the existing built form, ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership.

5.65 Areas of green space have been incorporated into the proposals with substantial areas of publicly accessible open space, comprising formal and informal amenity open space, and play facilities, encouraging opportunities for social and community cohesion. A mix of house types, tenures and sizes are proposed, limiting social exclusion and ensuring the creation of a truly varied and mixed community.

Lifespan: 'Made to Last'

A sense of ownership

- 5.66 The proposals create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

Adoption areas

- 5.67 When completed responsibility for long term management and maintenance will typically be separated into areas including:
- Highway adoption areas;
 - Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement);
 - Private property ownership; and
 - Shared maintenance areas such as shared private drives.

Adapting to changing circumstances

- 5.68 The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.



Creating a Safe Place to Live

5.69 One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:

“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience”

(Para. 130 (f), NPPF 2021)

5.70 The design proposals for the site are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: The Planning System” and “Manual for Streets as well as ACPO “New Homes” guidance.

5.71 Well-designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.

5.72 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.

5.73 In forming the design proposals, the following key attributes have been included:

- Buildings have been generally orientated back-to-back to ensure rear gardens are enclosed and protected, providing private rear amenity space for all dwellings;
- Public open spaces, and in particular children’s play spaces are well overlooked by the surrounding built form;
- All routes are necessary and serve a specific function or destination;
- The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
- Semi-private clusters of courtyard parking serving a limited number of dwellings to encourage residents to take ownership of the space and to let users know it ‘belongs’ to the dwellings;
- Where parking courts or private drives are proposed they serve a maximum of six and five dwellings respectively and are well overlooked by the surrounding built form;
- Natural surveillance is promoted wherever possible; and
- Architectural details which promote natural surveillance and the active overlooking of spaces are to be included in the future detailed design of dwellings, not only through window positioning, but also through the use of bay windows in key locations, offering further angles of natural surveillance.



SECURED BY DESIGN INTERACTIVE GUIDE

06 Conclusion

- 6.1 The development of land west of Pagham Road provides a unique opportunity to create a new neighbourhood, building on the distinctive character of the site. The masterplan is founded on best practice urban design principles, community integration and sustainable development. It will meet an identified housing need, creating housing choice with accessible public open space, and strong linkages to the existing settlement and associated facilities.
- 6.2 Land west of Pagham Road will be a highly desirable place to live for the 21st century and beyond, reflecting the desirable elements of the local vernacular. The proposals respect the local character but also move the community towards a more sustainable future, through an increase in housing choice. Development will accord with the principles of high-quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.

Benefits

- 6.3 The development proposals will offer the following main benefits:
- The proposed scheme offers an excellent opportunity to address the housing land supply requirement in Arun District with the delivery of up to 106 new homes in a range of dwellings types, sizes and tenure, offering an accessible and acceptable choice of lifestyles;
 - The creation of an integrated and sustainable residential community with a sensitive relationship to the existing settlement;
 - Delivery of new open spaces or the benefit of both new and existing residents in the area.
 - Providing a development that is well connected, readily understood and easily navigated, with the delivery of a new access from the Pagham Road to the east of the site;
 - The creation of legible routes through the development, complementing existing routes and providing sustainable transport choices;
 - The creation of a strong landscape structure, enhancing the retained trees and hedgerows, responding to the local area;
 - Promoting the objectives of sustainable development through layout and design.



DESIGN



ENVIRONMENT



PLANNING



ECONOMICS



HERITAGE

